

CAP PILOT FLIGHT EVALUATION - AIRPLANE

DATE OF CHECK:

MEMBER'S NAME (print or type)	CAP MEMBER EXP DATE	CHARTER NO	AIRCRAFT
-------------------------------	---------------------	------------	----------

TYPE CHECK: (Check all satisfactorily completed flight checks)

☐ Initial ☐ Instructor/Check Pilot ☐ Night Orientation ☐ Aircraft Checkout
☐ Recurrency ☐ Multi-Engine ☐ Instrument ☐ Other _____
☐ Annual Standardization ☐ Cadet Orientation ☐ FAA BFR/AFR

INSTRUCTIONS

Section I. and II. may be completed separately within a 30-day period before the flight check. All items for the appropriate type check must be completed indicating S - Satisfactory, U - Unsatisfactory or V - Verbally. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Night orientation is for familiarization only and required only at the discretion of wing commanders or higher. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment, and mastery of the aircraft. Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation. Tolerances specified in the appropriate FAA Practical Test Standards represent the minimum performance expected in good flying conditions. Individuals holding an instrument rating or ATP certificate are required to demonstrate instrument proficiency on a CAPF 5 flight check or be restricted from exercising instrument privileges on CAP flight activities.

I. ORAL DISCUSSION	VII. INSTRUMENT REFERENCE MANEUVERS
A. CAPF 5 Written Exam	A. Straight & Level Flight
B. Review CAPR 60-1 & Supplements	B. Constant Airspeed Climbs
C. Review Flight Release Procedures	C. Constant Airspeed Descents
D. Review CAPF 9 Requirements	D. Turns To A Heading
E. Local Procedures	E. Unusual Flight Attitudes
II. PREFLIGHT PREPARATION	F. Radio Nav & Radar Services
A. Certificates & Documents	VIII. FLIGHT AT CRITICALLY SLOW AIRSPEEDS
B. Obtaining Weather Information	A. Full Stalls - Power Off
C. Determine Weight & Balance	B. Full Stalls - Power On
D. Determine Takeoff Performance	C. Maneuvering At Crit Slow Airspeed
E. Determine Cruise Performance	D. Constant Altitude Turns
F. Determine Landing Performance	
G. Cross-country Flight Planning	IX. GROUND REFERENCE MANEUVERS
H. Airplane Systems	A. Rectangular Course
I. Aeromedical Facts Understanding	B. S - Turns Across A Road
III. GROUND OPERATIONS	C. Turns Around A Point
A. Visual Inspection	X. NIGHT FLIGHT OPERATIONS
B. Cockpit Management	A. Preparation & Equipment
C. Starting Engines	B. Night Flight Procedures
D. Taxiing	C. Factors Essential To Night Flight
E. Pre-takeoff Check	D. Airplane & Airport Lighting
F. Takeoff Briefing	XI. EMERGENCY PROCEDURES
G. Post-flight Procedures	A. Emergency Approach & Landing (sim)
IV. AIRPORT & TRAFFIC PATTERN OPS	B. System & Equipment Malfunction
A. Radio Comm & ATC Light Signals	C. POH Bold Face Knowledge
B. Traffic Pattern Operations	D. Emergency Descent
C. Airport & Runway Markings & Lighting	XII. APPROACHES & LANDINGS
V. TAKEOFF & CLIMBS	A. Normal Approaches and Landings
A. Normal Takeoff & Climb	B. X-wind Approaches and Landings
B. Crosswind Takeoff & Climb	C. Forward Slips to Landing
C. Short-field Takeoff & Climb	D. Go-around
D. Soft-field Takeoff & Climb	E. Short-field Approach & Landing
VI. CROSS-COUNTRY FLYING	F. Soft-field Approach & Landing
A. Pilotage & Dead Reckoning	XIII. SAFETY AWARENESS
B. Radio Navigation	A. Clearing Turns
C. Diversion	B. Vigilance
D. Lost Procedures	C. Fuel Management

XIV. INSTRUMENT PROFICIENCY		F. Determine Weight & Balance	
A. Ground Prep (WX, AC systems, Flt Plan)		G. Normal & Crosswind Takeoffs	
B. Air Traffic Procedures		H. Normal Climbs	
C. Compliance with ATC Clearances		I. Maximum Performance Takeoff & Climb	
D. Holding Procedures		J. Flight at Critically Slow Airspeed	
E. Flight By Reference to Instruments		K. Emergency Procedures	
F. Recovery from Unusual Attitudes		(1) System & Equipment Malfunctions	
G. Intercept & Tracking (VOR & NDB)		(2) One-engine Operation	
H. Instrument Approach Procedures		(3) Engine Failure/Takeoff Below VMC	
ILS/MLS Approach		(4) Engine Failure/After Liftoff	
VOR/VORTAC Approach		(5) Engine Failure/En Route	
NDB Approach		(6) Engine Out Maneuvering	
Circling Approach		(7) Approach & Landing	
Missed Approach		(8) Minimum Controllable A/S Demo	
XV. MULTI-ENGINE PROCEDURES		(9) Instrument Flight Procedures	
A. Airplane Systems and Operation		(a) Single-engine Precision Approach	
B. Use of Minimum Equipment List		(b) Single-engine Non-prec Approach	
C. Determine Takeoff Performance		(c) Single-engine Circling Maneuver	
D. Determine Cruise Performance		(10) Normal & Xwind Approach/Landing	
E. Determine Landing Performance		(11) Go-around	
REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT) FAA Pilot Certificate No: _____ FCC Radio Telephone Permit Date (If Applicable): _____ FAA _____ Class Medical, Issue Date: _____ FAA BFR DATE: _____			
I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated above. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility.			
DATE	MEMBER'S NAME & GRADE (Print or Type)	MEMBER'S SIGNATURE	
I certify that I have administered a CAP flight check as indicated and that the below named CAP member: _____ Has demonstrated proficiency required to fly the indicated aircraft. _____ Has demonstrated proficiency required to be a cadet orientation pilot. _____ Has demonstrated instrument proficiency. _____ Is not qualified. Requires additional training and recheck.			
COMMENTS: 			
DATE:	FLIGHT TIME:	EVALUATOR'S NAME & CERT NO:	EVALUATOR'S SIGNATURE:
NAME & GRADE OF UNIT OPERATIONS OFFICER:		SIGNATURE:	DATE:

STATEMENT OF UNDERSTANDING
1 January 1992

In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, *Flying, CAP Flight Management*, requirements. I understand that these directives are changed from time to time and it is my responsibility to know and comply with these changes. I also understand that violation of these requirements may result in action being taken against me under the provisions of CAPR 60-1 and CAPR 62-2, *Safety, Mishap Reporting and Investigation*. I understand the provisions of CAPR 62-2 and CAPR 900-5, *The CAP Insurance/Benefits Program*, regarding liability for damage to CAP property.

Signature

Date

NOTE: A copy of this statement will be retained in the pilot's flight records.

AIRPLANE QUESTIONNAIRE

Name _____ Grade _____ CAPSN _____ Unit _____ Date _____
Check Pilot _____ Grade _____ CAPSN _____ Score _____ Type/Model Acft _____

Complete this open book questionnaire using the *Flight Manual/Pilot's Operating Handbook*. If a question or part of a question is not applicable, write in NA. The check pilot will review and grade the questionnaire. Minimum passing score is 80%. The completed questionnaire will be filed in the pilot's flight records.

1. Approved fuel grades and colors are: _____
2. Location/capacity of each fuel tank is: _____
3. Total usable fuel under all flight conditions is _____ gallons.
4. Endurance at 75% power, 7,500-foot MSL, with a 45-minute reserve is _____ hours.
5. What make and grade oil is used? Winter _____ Summer _____
6. Oil capacity is _____ quarts. Minimum oil quantity for takeoff is _____ quarts.
7. Minimum oil pressure is _____ psi. Maximum oil pressure is _____ psi.
8. Maximum oil temperature is _____ degrees (F or C) _____
9. Magnetos are checked at _____ RPM. RPM drop should not exceed _____ RPM on either magneto or _____ RPM differential between magnetos.
10. Maximum RPM and MP for takeoff are _____ and _____ in/Hg.
11. Maximum gross takeoff weight is _____ pounds. Empty weight is _____ pounds.
Useful load is _____ pounds. Maximum landing weight is _____ pounds.
12. Baggage compartment locations/weights are: _____
13. Give the IAS at maximum gross weight for:
 - a. V_a (maneuvering speed) _____
 - b. V_{so} (stall, landing config, power off) _____
 - c. V_{s1} (stall, cruise config, power off) _____
 - d. V_y (best rate of climb, sea level) _____
 - e. V_x (best angle of climb, sea level) _____
 - f. V_{mc} (minimum control speed - multi-engine only) _____
 - g. Best glide speed _____
14. Give the immediate action/memory items for:
 - a. Engine failure immediately after takeoff: _____
 - b. Fire during cranking and engine fails to start: _____
 - c. Engine fire in flight: _____
 - d. Electrical fire in flight: _____
15. Normal takeoff flap setting is _____, short field takeoff setting is _____, and soft field takeoff flap setting is _____.
16. Maximum demonstrated takeoff/landing crosswind component is _____ knots.
17. Given: PA = 4,000 feet; Temp = 86° F; Runway 27; Wind 320° at 14 knots; runway is paved, level, and dry; aircraft is at maximum takeoff weight.
Find: Total takeoff distance to clear a 50-foot obstacle _____.
18. Given: PA = 6,000 feet; Temp = 68° F; wind calm; runway is paved, level, and dry; aircraft is at maximum landing weight.
Find: Total landing distance to clear a 50-foot obstacle _____.
19. Landing runway 22; wind 190° at 22 gusting to 30 knots. Will the maximum demonstrated crosswind component for this aircraft be exceeded? _____

ANNUAL CAP FORM 5 WRITTEN EXAMINATION - AIRPLANE
2003

(PREVIOUS TESTS ARE OBSOLETE)

Circle the correct answer

1. What are the minimum standards for CAP flight operations? (CAPR 60-1, introduction)
 - a. CAPR 60-1.
 - b. FAA requirements and CAPR 60-1 when higher standards exist.
 - c. CAPR 60-2.
2. Which statement is correct? (CAPR 60-1, paragraph 1-2.)
 - a. Since CAP is federally funded, the right to operate CAP aircraft is guaranteed by Congress.
 - b. The authorization to operate CAP aircraft is a privilege, not a right.
 - c. The USAF authorizes the right to fly CAP aircraft.
3. Who may charge for ground or flight training/flight checks in CAP aircraft? (CAPR 60-1, para 2-1)
 - a. Only CAP flight instructors.
 - b. No one.
 - c. Designated pilot examiners when conducting a practical test for issuance of an FAA pilot certificate or rating.
4. Which of the following is a prohibited use of CAP aircraft? (CAPR 60-1, paragraph 2-4.f.)
 - a. Flying in an air show with authorization in writing by the Executive Director.
 - b. Formation flying unless authorized in writing by the region commander or the Executive Director (except low-level route surveys flown with a minimum of one-half mile spacing and wing commander approval).
 - c. Assistance to law enforcement officers.
5. Can a pilot who is involved in an aircraft mishap while on a CAP flight activity participate as a mission observer in subsequent missions while waiting for the results of the mishap investigation? (CAPR 60-1, paragraph 2-10.)
 - a. Yes, as long as he is not the pilot-in-command.
 - b. No, he may not participate in any CAP flight activity.
 - c. Yes, with the Region Commanders written authorization.

6. Can a CAP pilot who violates CAP flying directives or FARs have His/her CAP flying privileges permanently revoked and be subject to loss of CAP membership? (CAPR 60-1, paragraph 2-11.e.)
 - a. Yes.
 - b. Only if he/she has had two or more incidents, as defined by FAR part 830, which involved gross negligence of the pilot.
 - c. Only flying privileges can be revoked.
7. CAP pilots found at fault in a fuel exhaustion mishap shall (CAPR 60-1, para 2-11.f.)
 - a. be mandated to answer in writing to the Wing Commander as to the reason for the violation.
 - b. have their flying privileges temporarily suspended.
 - c. lose their CAP flying privileges permanently.
8. What is the crosswind limit for an aircraft with a POH that does not specify a maximum demonstrated crosswind figure? (CAPR 60-1, paragraph 2-16.)
 - a. 14 knots.
 - b. 12 mph.
 - c. 15 knots.
9. CAP has two exemptions granted by the FAA. Where in CAPR 60-1 may additional information be found about these exemptions? (CAPR 60-1, Attachments)
 - a. Attachment 1.
 - b. Attachment 2.
 - c. Attachment 3.
10. What must you prove prior to beginning a CAPF 5 check ride? (APR 60-1, paragraph 3-5)
 - a. You are qualified in the specific aircraft.
 - b. You have FAA passenger carrying proficiency in category only.
 - c. You have FAA passenger carrying proficiency in category and class of aircraft being used during the check ride.

11. The minimum level of proficiency acceptable is that contained in the current FAA PTS for the certificate (CAPR 60-1, paragraph 3-5.)
- held.
 - being exercised.
12. You are transferring into a new Wing. Can the Wing Commander force you to take an additional CAPF 5 check ride? (CAPR 60-1, paragraph 3-5.j.)
- Yes, the gaining Wing Commander may require a re-evaluation of your pilot skills.
 - No, a CAPF 5 check ride is valid across all of CAP and re-evaluation of your skills is only required if you have an accident.
 - Yes, but only if the Wing Commander suspects lack of proficiency.
13. You are a New Mexico CAP pilot living next to the Colorado border and want to take your CAPF 5 with a check pilot who is a member of the Colorado wing located only three miles from your unit. What approval if any must be obtained? (CAPR 60-1, paragraph 3-5.i.)
- Approval from the Colorado Wing Standardization and Evaluation Officer.
 - No approval is necessary.
 - Approval from the New Mexico Wing Standardization and Evaluation Officer.
14. After flying for CAP as a non-mission pilot for 1 1/2 years you have decided to work on your instrument rating. Can your flight be released as an AF authorized mission (B-99)? Can you pay a CAP instructor pilot to give you instruction? (CAPR 60-1, paragraph 3-6b.)
- Yes, if he is a FAA designated examiner.
 - No, flight instruction has to be donated and the mission may be released as an Air Force authorized flight.
 - No, the flight instructor cannot be compensated and the mission cannot be flown as an Air Force authorized flight.
15. You are a CAP senior member who holds an FAA recreational pilot certificate. Can you obtain flight training in a CAP aircraft toward a private pilot certificate? (CAPR 60-1 2-4.j.)
- Yes, if you have been an active member of CAP for over one year.
 - Yes, if you have been appointed and functioned as a transport pilot for a minimum of 100 hours.
 - No, instruction for FAA recreational pilots is considered powered student pilot instruction, which is prohibited for CAP senior members.
16. You just received your initial CAPF 5 flight check in your Cessna 175. Can you fly your buddy's Cessna 172 (160 hp) at the upcoming SAR evaluation without an initial flight check in the aircraft? (CAPR 60-1, Table 3-1, notes)
- No, an initial check ride has to be completed in each type of aircraft.
 - No, the Cessna 175 is in group 1 and the Cessna R172 is in group 2.
 - Yes, an initial check ride in the Cessna 175 always satisfies the initial check ride requirement for the C-172.

17. Your annual check ride is due on the 31st of the month and you have scheduled a check ride at a wing sponsored check ride clinic to be held on the 25th of the month. Who must ensure the flight release is obtained for the check ride. (CAPR 60-1, paragraph 4-1.)

- a. The flight clinic organizer is responsible for the flight release.
- b. Since the check pilot is the pilot-in-command, he/she has to obtain the flight release.
- c. The pilot-in-command must obtain the flight release.

18. Can a CAP-USAF Flight Examiner give a CAP check pilot a CAPF 5 check ride? (CAPR 60-1, paragraph 3-5.d.)

- a. Yes.
- b. No.

19. When CAPR 60-1 is changed, how can you note the changes? (CAPR 60-1, Introduction)

- a. Shaded areas identify new and revised material.
- b. In the summary of changes.
- c. An asterisk denotes each change.

20. Can a pilot take an annual CAPF 5 check ride from the same check pilot three years in a row? (CAPR 60-1, 3-5.c.)

- a. Yes.
- b. No.
- c. Yes, but only with your Wing Commander's written approval.

21. Must the Statement of Understanding be accomplished yearly? (CAPR 60-1, attachment 1)

- a. Yes.
- b. No.

ADMINISTRATION OF CAPF 5/5G FLIGHT CHECKS

CAPR 60-1 requires specific actions and steps be taken for the successful completion of a CAPF 5 flight check. The following guidelines are provided to assist in the administration of CAPF 5 flight checks. Their purpose is to standardize the administration of flight checks throughout CAP, enable all check pilots and applicants to clearly understand what is expected of them during a flight check.

1. Advance Preparation. The applicant shall:

a. Unless satisfactorily accomplished as part of CAPF 5 flight check within the preceding 12 months, complete the CAPF 5 written examination.

(1) This examination is a take home, open book review of FAA and CAP flight procedures. The applicant is expected to refer to the applicable regulations and procedures in accomplishing this examination.

(2) The completed and graded examination (80% minimum score required) is presented to the check pilot who will administer the remainder of the flight check. The flight check must be accomplished within 90 days of the date on which the written examination is completed. The examination may be taken on-line from the NHQ CAP web site.

b. Obtain a blank CAPF 5 and complete the identifying information.

c. For an annual standardization flight evaluation, complete an airplane or glider questionnaire for all aircraft (within category) the CAP pilot is authorized to fly. Other evaluations require a completed aircraft questionnaire for the aircraft used during the flight evaluation.

d. The applicant must provide proof of FAA passenger carrying proficiency [as stated in FAR 61.57(a)(1)] in category and class prior to beginning a CAP flight check.

e. Contact an authorized CAP check pilot to schedule the flight check.

2. Preflight. At the time of the flight check:

a. The applicant shall:

(1) Obtain a flight release for the flight check from a designated flight release officer and inform the check pilot of the release (the applicant is pilot-in-command unless specific circumstances dictate the check pilot function as such for a portion or all of the flight). (If the check pilot is to function as the pilot-in-command, the check pilot will obtain the flight release.)

(2) Wear an appropriate CAP uniform.

(3) Present the following items to the check pilot:

(a) Completed and graded CAPF 5 written examination or evidence that it has been satisfactorily accomplished within the preceding 12 months.

(b) Completed aircraft questionnaires in accordance with 1.c. above.

(c) Partially completed (identifying data) CAPF 5.

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(f) Aircraft log books (or other evidence to verify the airworthiness status) for the airplane used for the flight check.

b. The check pilot shall:

(1) Verify both the applicant and check pilot wears an appropriate CAP uniform.

(2) Obtain the following documents from the applicant:

(a) A completed and graded CAPF 5 written examination, if applicable (see paragraph 3-5f).

(b) CAPF 5 with identifying data entered.

(c) Completed aircraft questionnaire(s).

(d) Valid FAA pilot certificate and current FAA medical certificate.

(e) Current CAP membership card. (Exception: CAP LOs are not required to have a membership card.)

(2) Review the CAPF 5 written examination and discuss incorrect answers or obvious problem areas. For flight checks in a particular aircraft type, review the aircraft questionnaire and ensure the applicant has a thorough knowledge of the aircraft, it's operating limitations, procedures, performance, loading and systems.

(3) Proceed with the flight check by accomplishing an oral review of those items on the CAPF 5 that cannot be accomplished in flight. The appropriate items shall be marked "V" to indicate verbal discussion.

(4) Question the applicant on any material related to the flight check deemed necessary to determine the qualifications of the applicant.

(5) Verify the aircraft to be used is in an airworthy condition and that all required documents are in order.

3. In-Flight Evaluation.

a. The applicant is usually pilot-in-command unless specific circumstances require the check pilot to function as such for a portion of the flight. Any such conditions will be clearly discussed and agreed to prior to conducting the flight check. If circumstances require the check pilot to assume command of the aircraft during the flight check to prevent a dangerous situation, the flight check shall be considered unsatisfactory and immediately terminated.

b. The check pilot will observe the applicant accomplish requested flight maneuvers and demonstrations in accordance with the criteria contained in the appropriate FAA Pilot Practical Test Standards without assistance from the check pilot. The check pilot may exercise some discretion in providing limited instruction to correct minor deficiencies observed, however, such activity will be restricted to a few minor items. Numerous deficient areas and unfavorable trends are evidence of substandard pilot proficiency and will be considered evidence of unsatisfactory performance.

c. For applicants holding an instrument rating or Airline Transport Pilot (ATP) certificate and desiring to exercise instrument privileges on CAP flight activities, the check pilot will observe the applicant demonstrate instrument proficiency during at least partial panel unusual attitude recovery, holding patterns, and at least one instrument approach. Additional demonstrations can be required by the check pilot if considered necessary to demonstrate an acceptable level of instrument proficiency. (This minimum instrument proficiency demonstration is NOT intended to satisfy the requirements for an instrument competency check.) A FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check may satisfy the requirement.

4. Post-Flight - Review and Documentation.

a. The check pilot shall:

(1) Review the applicant's performance during the flight check and discuss any comments or suggestions.

(2) Complete the appropriate entries on the CAPF 5. Any notations or limitations should be entered in the remarks section. Once the check pilot indicates the flight check is begun, a completed CAPF 5 is required.

(3) Return the completed CAPF 5, aircraft questionnaire (if applicable), and written examination (if applicable) to the applicant for copying and distribution as necessary.

b. If the flight check is unsatisfactory, the applicant shall be informed as to the specific unsatisfactory items. These items shall be noted on the CAPF 5. The check pilot shall return all documents to the applicant. The applicant should be reminded that he/she is required to accomplish the recheck with the same check pilot unless that check pilot agrees to another. Advise the applicant what is necessary to prepare for retaking the flight check and make any necessary arrangements for scheduling it. Ensure the respective wing standardization/evaluation officer and the appropriate wing commander are notified of the failure.

c. Applicants who believe improprieties existed in the administration of their flight check should contact their unit commander to discuss the matter. If the unit commander agrees that a complaint is justified, the standardization/evaluation officer of the wing in which the flight check was given is provided the necessary details concerning the complaint. The standardization/evaluation officer shall promptly investigate any such situations. A report to the unit commander relating the complaint will be provided within 10 days. The unit commander shall notify the applicant of the disposition of the complaint. The decision of the responsible wing standardization/evaluation officer regarding the proper conduct of a flight check is final.